



STAFF REPORT

CITY MANAGER'S OFFICE

Date: December 19, 2012
To: Mayor and Members of the City Council
John R. Gillison, City Manager
From: Michael Parmer, Management Aide, City Manager's Office
Subject: **SECOND READING TO ADOPT ORDINANCE NO. 857 AUTHORIZING THE CITY COUNCIL TO ADOPT A COMPLETE STREETS PROGRAM**

RECOMMENDATION

Staff recommends that the City Council conduct a second reading and adopt Ordinance No. 857 entitled, **"An Ordinance of the City Council of the City of Rancho Cucamonga, California, Adopting a Complete Streets Program."**

PURPOSE

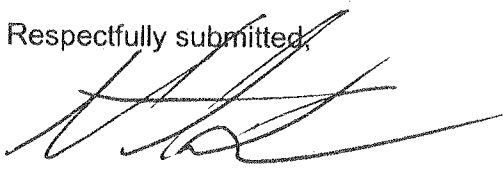
On December 5, 2012, City Council conducted a first reading to introduce Ordinance No. 857 entitled, **"An Ordinance of the City Council of the City of Rancho Cucamonga, California, Adopting a Complete Streets Program."** This action allows for the second reading and approval of Ordinance No. 857 adopting a Complete Streets Program. The ordinance will implement the Goals and Policies of Chapter 3 (Community Mobility) of the City of Rancho Cucamonga General Plan to provide Complete Streets by providing specific implementation guidelines, principles, and practices so that transportation improvements are planned, designed, constructed, operated and maintained to encourage multi-modal transportation and promote operation. This ordinance is intended to identify and sustain existing implementation efforts that build off the Complete Streets framework and identifies specific implementation steps, performance measures, community engagement, and a multi-departmental team to focus on Complete Streets.

In addition to enhancing the safety, access, convenience and comfort of all users of all ages and abilities on public right of ways, formalizing the Complete Streets Program will increase the City of Rancho Cucamonga's ability to leverage additional resources including funding and will make the City more competitive when pursuing funding opportunities.

FISCAL IMPACT

The adoption of this Complete Streets Program will not have an adverse effect on the general fund.

Respectfully submitted,



Michael Parmer, Management Aide

Attachments: Ordinance No. 857

ORDINANCE NO. 857

AN ORDINANCE OF THE CITY OF RANCHO CUCAMONGA,
CALIFORNIA, ADOPTING A COMPLETE STREETS PROGRAMA. Recitals.

1. On May 19, 2010, the City of Rancho Cucamonga adopted the 2010 General Plan, which set forth policies and goals to encourage Complete Streets through the Community Mobility Section of the General Plan.

2. Chapter 3 (Community Mobility) of the City of Rancho Cucamonga's General Plan includes Goal CM-1 to: "Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes," and Policies CM-1.1, CM-1.2, CM-1.3, CM-1.4, CM-1.5, CM-1.6, CM-2.1, CM-3.1, CM-3.2, CM-3.6, CM-3.7, CM-3.10, CM-3.11, CM-3.12, CM-3.14, CM-3.15, CM-4.1, CM-4.2, CM-5.3, CM-5.4, and CM-6.2 to implement the City of Rancho Cucamonga's goal of providing Complete Streets.

3. Adoption of this Ordinance will implement the Goals and Policies of Chapter 3 (Community Mobility) of the City of Rancho Cucamonga General Plan to provide Complete Streets.

4. All legal prerequisites prior to the adoption of this Ordinance have occurred.

B. Ordinance. The City Council of the City of Rancho Cucamonga hereby finds, determines, and ordains as follows:

1. Recitals. The City Council hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Ordinance are true and correct.

2. Purpose. The purpose of this Ordinance is to implement the General Plan's goals of providing Complete Streets and to enable the streets of Rancho Cucamonga to provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including bicyclists, children, persons with disabilities, pedestrians, users of public transportation, and seniors, while continuing to maintain a safe and effective transportation system for motorists and movers of commercial goods.

3. Definitions. The following words and phrases, whenever used in this Ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

a. "Complete Streets Infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for Users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; equestrian trails, automobile lanes; paved shoulders; street trees, landscaping and planting strips, including native plants where possible; curbs; accessible curb ramps; crosswalks; pedestrian and traffic signals, including countdown and accessible signals; signage, including pedestrian-oriented signs; pedestrian-scale lighting; street furniture and benches; bicycle parking facilities; public transportation stops and facilities; transit priority signalization and traffic calming devices

b. "Street" means any right of way, public or private (in new construction areas), including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.

c. "Street Project" means the construction, reconstruction, retrofit, maintenance of any Street, and includes the planning, design, approval and construction.

d. "Users" mean individuals that use Streets, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, seniors, youth, and families.

4. Infrastructure Required for Safe Travel.

a. The City will make Complete Streets practices a routine part of everyday operations, approach every transportation project and program as an opportunity to improve public and private Streets and the transportation network for all Users, and work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

b. Consistent with the General Plan, and or approved Specific Plan, every Street Project on public or private Streets will incorporate Complete Streets Infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of Users; provided, however, that such infrastructure may be excluded, upon written approval by City Engineer or his designee where documentation and supporting data indicate one of the following bases for the exemption:

1. Use by a specific category of Users is prohibited by law;
2. The cost would be excessively disproportionate to the need or probable future use over the long term;
3. There is an absence of current and future need; or
4. Significant adverse impacts outweigh the positive effects of the infrastructure.

c. The City Engineer will provide an annual report to the City Council listing the public and private Street Projects undertaken in the past year and briefly summarizing the Complete Streets Infrastructure used in those projects and, if applicable, the basis for excluding Complete Streets Infrastructure from those projects.

e. If the safety and convenience of Users can be improved within the scope of pavement resurfacing, restriping, or signalization operations on public or private Streets, such projects may include Complete Streets Infrastructure to increase safety for Users.

f. The Planning Department and Engineering Services Department shall review existing plans, zoning, and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals including the Trail Implementation Plan, Development Code, General Plan, Standard Drawings for Public Improvements, and Standard Conditions to ensure consistency with the General Plan.

g. The Engineering Services Department shall develop or revise street standards and design manuals, including cross-section templates and design treatment details, to ensure that standards support and do not impede Complete Streets. The Engineering Services Department shall coordinate design guidelines with street classifications and revise them to include Complete Streets Infrastructure, such as bicycle lanes, sidewalks, street crossings, and planting strips. Such revisions may be coordinated with revisions to the Development Code, Trail Implementation Plan, Development Code, General Plan, Standard Drawings for Public Improvements, and Standard Conditions.

h. The Building and Safety Services Department and Engineering Services Department shall ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the Americans with Disabilities Act, and shall ensure that the City of Rancho Cucamonga ADA Transition Plan includes a prioritization method for enhancements, and shall revise if necessary.

i. The Planning Department and Engineering Services Department shall continue to require street infrastructure consistent with the General Design Guidelines of the Development Code and consistent with the policies of the General Plan regarding Complete Streets that encourage and create pedestrian-oriented activities.

j. The Planning and Engineering Services Departments shall continue to implement the General Plan Policies and goals to encourage Complete Street Infrastructure including connecting transit opportunities, pedestrian friendly commercial streets, and goals for future transportation opportunities like Bus Rapid Transit (BRT).

k. The City will make training available to Planning, Engineering, and Public Works personnel regarding the implementation and integration of multimodal infrastructure and techniques.

5. Performance Measures and Implementation.

a. The City will evaluate how well City streets are serving each category of Users through the following data collection and performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation.
2. Total miles of streets with pedestrian accommodation.
3. Number of missing or non-compliant curb ramps along City streets.
4. Number of new trees planted along City streets
5. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes.
6. Number of pedestrian-vehicle and bicycle-vehicle fatalities.
7. Track Fitnessgram data of students from school districts in Rancho Cucamonga.
8. Comprehensive Citywide sidewalk inventory.
9. Sales tax revenue.
10. Total miles of pedestrian trails throughout the City.
11. Number of truncated domes on sidewalks to support visually impaired residents.

12. Amount of air pollution (in tons) caused by automobiles.

b. The City shall conduct targeted outreach and encourage public participation in its decisions concerning street design and use. Community input includes:

1. Trails Advisory Committee.
2. Park and Recreation Commission.

c. The City will institute the following implementation strategy with this Complete Streets policy:

1. **Advisory Group.** The City will establish an inter-departmental advisory committee to oversee the implementation of this policy. The committee will include members of Public Works, Community Services Development, Engineering Services Department, Planning Department, and City Manager's office from the City of Rancho Cucamonga. The committee may include representatives from the bicycling, youth and elderly community, and other advocacy organizations, as relevant. This committee will meet no less than twice per year and evaluate the City's progress and provide advice on implementation.

2. **Capital Improvement Project Prioritization.** The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.

3. **Safe Routes to School Plan.** The City will maintain and update a Safe Routes to School Plan and continue to encourage local community member participation.

4. **Other Plans.** The City will maintain and update a Bicycle Transportation Plan, an Americans with Disabilities Act Transition Plan, Capital Improvement Program, and an approved Street Tree list and a Tree Preservation Ordinance.

5. **Pedestrian Safety Campaign.** The City will maintain and support a comprehensive pedestrian safety campaign. This plan engages local community members, City Leaders, and law enforcement to encourage safe walking and biking throughout the City. Campaign messages (i.e. graphic elements, road markings, signs) will support pedestrian safety efforts.

6. **Greenhouse Gas Inventory 2020 Forecast Plan.** The City, in coordination with SANBAG, shall maintain and update the San Bernardino County Regional Community Greenhouse Gas Inventory 2020 Forecast report to identify amount and trends in automobile air pollution.

7. **Storm Water Management.** The City will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.

8. **Traffic Sign Inventory.** The City will maintain an inventory of all signs located throughout the city.

9. **Staff Training.** The City will train Advisory Group members and City staff on the content of the Complete Streets principles and best practices for implementing the policy.

10. Coordination. The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

11. Funding. The City will actively seek sources of appropriate funding to implement Complete Streets.

12. All initial planning and design studies, health impact assessments, environmental reviews, and other project reviews for projects requiring funding or approval by the City shall: (1) evaluate the effect of the proposed project on safe, comfortable, and convenient travel by all Users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.

6. Statutory Construction and Severability.

a. This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules, or regulations. Nothing in this Ordinance authorizes the City to impose any duties or obligations in conflict with limitations on local authority established by federal or state law at the time such action is taken.

b. If any section, subsection, sentence, clause, phrase, or word of this Ordinance is, for any reason, deemed or held by the decision of any court of competent jurisdiction, to be invalid or unconstitutional or preempted by legislative enactment, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase, or words thereof, regardless of the fact that any one or more sections, subsections, clauses, phrases, or words might subsequently be held preempted or unconstitutional.

c. This Ordinance is intended to implement the Complete Streets Goals and Policies of the 2010 General Plan and is exempt from the requirements of the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder, pursuant to Section 21080.17 of the Public Resource Code and Section 15282(i) of Division 6 Title 14 of the California Code of Regulation.

7. The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be published in accordance with all applicable legal requirements.

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PASSED, APPROVED, AND ADOPTED this ___ day of _____ 2012.

AYES:

NOES:

ABSENT:

ABSTAINED:

L. Dennis Michael, Mayor

ATTEST:

Janice C. Reynolds, City Clerk

I, JANICE C. REYNOLDS, CITY CLERK of the City of Rancho Cucamonga, California, do hereby certify that the foregoing Ordinance was introduced at a Regular Meeting of the Council of the City of Rancho Cucamonga held on the ___ day of _____ 2012, and was passed at a Regular Meeting of the City Council of the City of Rancho Cucamonga held on the ___ day of _____ 2012.

Executed this ___ day of _____ 2012, at Rancho Cucamonga, California.

Janice C. Reynolds, City Clerk